

28. A control and motor arrangement for a model toy train comprising:
a motor, configured and arranged to generate a locomotive force for propelling
the model train;

a power arrangement, coupled to a model railroad track used by the model
train and configured and arranged to supply power to the control and motor arrangement;

a radio control interface, configured to receive commands from a radio
controller unit;

B²
a process control arrangement, coupled to receive speed information regarding
the rotational velocity of the motor and configured and arranged to generate a plurality of
motor control signals based upon a combination of a plurality of speed feedback control
signals and pulse width modulation signal;

a motor control arrangement, responsive to the motor control signals and
coupled to receive power from the power arrangement and configured and arranged to supply
power to the motor at different times based on the motor control signals; and

a sound information arrangement, operatively coupled to receive rotational
speed and positional information from the motor and to provide the rotational speed and
positional information to a sound control arrangement for simulating railroad sounds.

REMARKS

This is in response to the Office Action mailed November 7, 2001. With a
one-month extension of time, the response is due on or before March 7, 2002. Claims 18-32
are now pending. Applicant requests that the Attorney Docket be changed to LLT-259-B.

The Examiner rejected claims 2, 18-25, and 28-32 under 35 U.S.C. §112
second paragraph as being indefinite for failing to particularly point out and distinctly claim
the subject matter which Applicant regards as the invention. With respect to claim 2,
Applicant respectfully points out that claim 2 was cancelled without prejudice in an
Amendment under 37 CFR §1.111 mailed September 9, 1999. Applicant has amended the
preamble of the claims to address the Examiner's §112 rejection. Applicant requests that the
rejection be reconsidered and withdrawn.

The Examiner rejected claims 18-22, 26 and 27 under 35 U.S.C. § 102(b) as
being anticipated by Koike et al. The Examiner references Figs. 1 and 7 of the Koike

reference. Applicant traverses the Examiner's rejection. Koike discloses a sound control system for an electric automobile. Koike utilizes a rotational speed sensor to select an appropriate running sound. Claim 18 includes a control arrangement, coupled to the transducer to receive rotational information configured and arranged to cause power to be applied to the motor at different times based on at least the rotational information provided by the transducer. Independent claim 26 includes a control arrangement operative to detect available track voltage and coupled to receive the rotational speed information from the transducer, the controller being configured and arranged to apply a percentage of the available track voltage to the motor and apply a greater percentage of the available track voltage to the motor in response to a signal from the transducer characteristic of a decrease in the rotational speed of the motor. Koike is completely devoid of any teaching to control or apply power to the motor as, for example, set forth in claims 18 and 26. Claims 19-22 depend from 18, and claim 27 depends from claim 26 and each includes additional distinguishing features. For this reason, Applicant respectfully requests that the rejection be reconsidered and withdrawn.

The Examiner rejected claims 23-25 as being unpatentable over Koike in view of Young. Applicant traverses this rejection as both Koike and Young fail to include any control for the motor based on rotational input as set forth in claims 18 and 26. Further claims 23-25 include additional patentable features. Applicant requests that the rejection be reconsidered and withdrawn.

The Examiner rejected claims 28-32 over Koike in view of Olmsted and Severson. Applicant traverses the rejection. None of Koike, Olmsted or Severson provide a motor control arrangement responsive to the motor signals and coupled to receive power from the power arrangement and configured and arranged to supply power to the motor at different times based on the motor control signals together without the features of these claims. Applicant respectfully requests that the rejection be reconsidered and withdrawn.

CONCLUSION

It is respectfully submitted that this Amendment traverses and overcomes all of the Examiner's objections and rejections to the application as filed. It is further submitted that this Amendment has antecedent basis in this application as originally filed, including the specification, claims and drawings, and that this Amendment does not add any new subject

matter. Reconsideration of the application as amended is requested. It is respectfully submitted that this Amendment places the application in suitable condition for allowance; notice of which is requested.

If the Examiner feels that prosecution of the present application can be expedited by way of Examiner's Amendment or telephonic conference, the Examiner is invited to contact the Applicant's attorney at the telephone number listed below.

Respectfully submitted,

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TEB/sld

VERSION WITH MARKINGS TO SHOW CHANGES MADE

18. [For use in a model train, a control a motor arrangement] A control and motor arrangement for a model toy train comprising:

a motor, configured and arranged to generate a locomotive force for propelling a model train;

a transducer operative in providing rotational position information from the motor, the rotational position information being characteristic of rotational position of the train wheels at which the motor is operating;

a control arrangement, coupled to the transducer to receive rotational information and configured and arranged to cause power to be applied to the motor at different times based on at least the rotational information provided by the transducer.

28. [For use in a model train, a control and motor arrangement,] A control and motor arrangement for a model toy train comprising:

a motor, configured and arranged to generate a locomotive force for propelling the model train;

a power arrangement, coupled to a model railroad track used by the model train and configured and arranged to supply power to the control and motor arrangement;

a radio control interface, configured to receive commands from a radio controller unit;

a process control arrangement, coupled to receive speed information regarding the rotational velocity of the motor and configured and arranged to generate a plurality of motor control signals based upon a combination of a plurality of speed feedback control signals and pulse width modulation signal;

a motor control arrangement, responsive to the motor control signals and coupled to receive power from the power arrangement and configured and arranged to supply power to the motor at different times based on the motor control signals; and

a sound information arrangement, operatively coupled to receive rotational speed and positional information from the motor and to provide the rotational speed and positional information to a sound control arrangement for simulating railroad sounds.